FURS.

Where They Come From and How They Are Obtained.

The Rifle, Trap and Cance of the North.

LIGHTS AND SHABOWS OF TRAPPER LIFE.

FORT GARRY, Manitoba, Dec. 1, 1870. The general stagnation of affairs here affords an opportunity to give the HERALD'S readers some account of the great fur trade of British America, its extent, organization, hardships and romance. There is no field more inviting to writers of adventure than the Northwest, and the exciting narratives of bold hunters who have peretrated the Jungles of Asia and Africa are tame compared with the records of the trapper's life in the Arctic regions, where suffering and death must be continually confronted in the rigors of climate, scarcity of food, ferocity of half starved animals, and the cupidity and treachery of savages. It must not be inhowever, that the fur-seeker's occuis wholly severe and gloomy. mashine and shadow than the career of the trapper, whose long winters are enlivened with thrilling chase of the cik and moose, and good cheer around the biazing hearths of the trading posts, and whose summers, brief as they may be, are full of the beauty of northern scenery, with its birch and ash and fir in the light cance. The furs composing the rich robes of fashion are carefully assorted and matched ont of immense numbers of skins collected from all quarters, and the fair wearer of a costly set, could she unravel its history, would be thrilled by stories of romance such as no printed page can give. Let her in fancy unweave the story of her sliky marten set, for instance. There will be six or seven skins in it. One has basked in the sun among the ridges of the Rocky Mountains, been trapped on some birch-fringed torrent by Indians, hung upon the wigwam of some savage camp, been carried by ponies through a sea of prairie blossoms, whisked in a canoe down through the foam and eddles of some rushing river, and finally been purchased by an adventurous trader for ammunition or a blanket. Another has sported on the shores of the Yukon river, in Alaska, watched the Russian journey past, been caught by a strange and warlike tribe, come in dog trains across the frozen wilderness to Mackenzie's river, and there joining its kindred from the distant Arctic sea, come by Great Slave, Athabaska and Winnipeg lakes to summer and civilization. They come from districts separated by thousands of miles and distinguished by widely different characteristics of country and tribe to make up a single set, and snow drifts and biossoms, perils and pleasure, hardship, starvation, plenty, wailing and song are woven together in all

TWO HUNDRED YEARS

have elapsed since the vast fur producing regions of America were formally opened to the world. Northern Europe and Asia were then the only sources of fur, and among the first discoveries into the boundless wealth of this Continent was the wide field of fur traffic now conducted upon so stupendous a scale. In 1670 a number of English capitalists obtained from King Charles II. a royal charter granting to "the Governor and Company of Adventurers of England trading to Hudson Bay" exclusive jurisdiction over all territory adjoining Hudson Bay "not already actupossessed by or granted to any of our subjects, or possessed by the subjects of any other Christian prince or State." At this time nearly all of America was unexplored, and the knowledge of the fur regions was confined to a small area in and north of Canada. Previous to 1670 individual but nothing had been done within Hudson Bay to the way of taking any actual possession of the terri. ships from time to time had entered it, and probably some interchange of commodities with the Indians had taken place while the vessels remained within the straits; but inothing whateyer was known of the interior. Charles the Second claimed-for it was no more than a claim-all the territory which the discovery of the straits and bay could confer on the British crown. son of their actual settlement of Canada and of their progressive discoveries and trade, not only all and thence to the Pole; but neither French nor English had in 1670 penetrated within many hundred miles of the Red river. It would be too tedious to enter into even an abbreviated account of the long and broody contests which took place between the English and French traders for supremacy in the fur regions, nor is it necessary to give here a history of the protracted diplomatic correspondence, the numerous treaties and learned opinions which transpired between France and England on the subject of boundary lines in America, whose final indefinite settlement has led to so much discussion of late regarding the validity of the Hudson Bay Company's title recently sold to the Dominton of Canada. Such events are referred to only in illustration of the peculiar circumstances surrounding the establishment of the fur trade in America, and, in pursuing the subject, attention will be confined to the actual traffic itself. THE HUDSON BAY COMPANY at first limited settlements to the shores of James'

Bay and the Churchill and Hayes rivers. Herley House, about 159 miles up the Ashbury river, was not erected until 1740, and some time afterwards from the mouth of Churchill river, and also the fort at Split lake, 140 miles from Nelson river. For more than a century after the date of the charter these forts, with a few on or near the shores of Hudson Bay, were the only posts of the Hudson Bay Company, and in 1699, all of them, excepting Fort Albany, had been taken by the French. The treaty of Utrecht restored "the whole Bay and Straits of Hudson" to the company, and ever since that period it has exercised jurisdiction, first over all the territory drained by the waters emptying into Hudson's Bay, and later, as explorations progressed, over all the British possessions north and west of the Canada boundary one, and finally extending its for trade into Canada, the United States, Alaska and the Sandwich Islands.

Before proceeding with a description of the or ganization and operations of the Hudson Bay Company let us glance at two other companies, which conducted the fur traine to a considerable extent in the Northwest, and which finally became absorbed by the Rudson Bay In 1787 the Northwest Company was formed at Montreat, and established an immense trade in the British possessions, operating princi-Another enterprise of peculiar interest to Americans York, and was called the American For Company. But its career was very brief, and was signalized

only by the disaster of THE ASTOR EXPEDITION.

Washington Irving, in his fascinating "Astoria," and Alexander Ross, in his equally interesting marrative of "Adventures on the Columbia River," give thrilling histories of that undertaking which read nke the pages of romance. Soon after Mr. Astor's arrival in New York from Germany, his native land. he commenced, in 1784, his commercial career in the

the spent to the latter company somewhat in her say the bought to out, and in 1811 added its territorial resources to those of the American Pur Company, and sylved the new body corporate the Southward Stater now saw himself at the head of all the fur trade of the South, and his intention was to penetrate through the barriers of the Northern company, so as eventually to come into possession of all the fur trade cast of the Pacific. In this quarter the flussians alone had regular trading posts, and their capital was limited and their. Hunting grounds were confined to the sea coast and the Islands adjacent to their establishments. American coasting vessels also visited that quarter, and conveyed furst to Chima, which, with the return cargoes, yielded an average clear gain of one thousand per cent annually. The comprehensive intellect of Mr. Astor perceived that if such limited and desaitory traffic produced such profits, a well regulated trade, supported by capital, might yield faoulous weath, and he at once commenced opening a new branch of the fur trade on the Pacific, under the appeliation of the "Pacific Fur Company," the grand central depot of which was to be at the mouth of the Columba river. By this means he contempiated carrying off the furs of all the countries wet of the Rocky Mountains; and at the same time forming a chalu of trading posts across the Continent, from the Atlantic to the Pacific, along the Missouri. This grand commercial scheme gave much satisfaction to the American people, who saw that all the rich cargoes of furs and peltries thus to be collected annually over the vast expanse were to be shapped in American vessels to China, then to be exchanged for teas, siks and other goods, and the enterprise became a subject of national interest and sympathy. In 1810 the Pacific Fur Company was formally established with a capital furnished alone by Mr. Astor of \$2,000 each, and with power to increase the capital to \$500,000, Nearly all of the gentlemen associated with the Northwest Company and were chantings of its crew, their feathered caps and picturesque dress, attracted great attention as the canoe sped down the rivers, and produced a grand sensation on its arrival at the wharves of New York. A challenge was given by the voyagenrs to the New York boatmen to race with them, but was not accepted, and in September the lil-lated Tonquin, of 200 tons, and carrying twelve guis, set sail for the mouth of the Columbia river, with twenty-two persons belonging to the ship and thirty-three officers, and employes of the new Pacific Fur Company. The United States frigate Constitution convoyed the Tonquin clear of the coast, leaving her at sea, and after touching at Cape Yerd Issands. Falkiand Islands, and Sandwich Islands, the ship reached her destination in March, 1811, making a cruise of 21,852 miles in about six months. Immediately upon the arrival of the Tonquin at the mouth of the Columbia a portion of the expedition was landed, the site of Astorna selected, and a large building erected, and in June the ship started out on a cruise on pthe coast, with the intention of returning and landing the cargo.

She never returned. Several months passed after the period set for her to come back and discharge her cargo, and at last an Indian brought in word that twenty-four days after the Tonquin left Astorna she was destroyed with all on board. The Indians had crowded upon her decks in great numbers, and, after stealing a consideral amount, attacked the officers and crew, one of whom applied a torch to the magazine and biew up every soul on board. The concising portion of the Indian's narrative is graphic and interesting. The Indians had commenced traiting on board with one of the officers and the trade went on briskly and at the captain's own picer.

Mekay was the first man who fell. He shot one Indian, but was instantly killed and thrown overboard, and so souden was the surprise that the captain had searcely time to draw from his poceta a claspkinife, with which he killed two and wounded several, when he fell dead in the crowd. The his midst of the carmane I leaped overboard, as die several other Indians, and we were taken up by the women in the canoes, who were yelling, whoping and crying like so many fiends about the ship. Belone I had got two gunshots from the ship she blew up in the alr with a fearful erplosion, alling he whole place with breken fragments and mutilated bodies. Weeks must have been the man who blew up the ship, and by that act 170 indians perished. The disaster spread desolation, lamentation and crowd there some time afterwards note of the Indians would whole these Searcely arms the access that when two ships parents them. I knew that the Tonquin belonged to the whites at the Columbia. I was eighteen days on board of her, and had santed long ago with the news, but falling sick I was prevented from reaching here sooner.

Six men who had been sent on shore by the captain were selzed by the surviving indians after the explosion and were tortured to death in the most itendish manner. Thus closed the history of the Tonquin, leaving the little settlement at Astoria in a most pitiable condition. Finally the company's ship Beaver arrived with supplies, and the company penetrated the laterior some distance; but after encountering terrible hardships and hostile indians, and wasting away to a small number of men, the whole concern was sold to the Northwest Company in 1813 for \$50,500. This left the entire fur business in the hands of the two great rivists—the Hudson Bay Company, which caused the loss of a great many itwes and the destruction of considerable properly, until 1821, when the Hudson Bay Company bought out to company and their country. The tittle colony founded by Lord Selkirk at this place in 1812 was made the object of persistent oppo

Seikirk arrived with about 100 disbanded soldiers as colonists, re-established the settlement, and laid the foundation of the present flourishing population of Red river.

From the consolidation of the Northwest and Hudson Bay Companies, in 1821, until 1853, the latter organization held exclusive license over all of British America and carried on the most extensive furtrade of any company in the world. It built two large stone forts, with massive bastions and numerous pieces of artillery, on Red river, and established posts not only in all parts of this country, from Canada to the Arctic Sea, and from the Atlantic to the Pacific, but also in the Sandwich Islands. The stockholders, most of whom were men of distinguished rank and political influence in England, resided in that country. The Governor of the company, Sir George Simpson, had his hendonarters at facaline, mine unless from Montreal, and exercised jurisdiction over all the several for districts, each of which had its chief factor, who administered the affairs of the district, several chief traders and numerous cierks and other employes. The factors and traders shared in the profits of the company, and once a year met in council at Norway House, on Lake Winnipeg, to consult thou the affairs of the company. The cierks, most of whom were young Scotchmen, received salaries averaging about one hundred and twenty-live dollars annually, and generally graduated into traders or factors. Sir George Simpson was succeeded by Governor Dallas, who established he headquarters at Fort Garry, and was succeeded by Governor Dallas, who established hence the districts of the Artic regions, beinging out provisions and goods for trade and carriving to England cargoes of furs. The supplies were transported by dog trains, boats and canoes into the most remote districts of the Artic regions, some of whose posts were so remote that it took seven years for the profits to be realized on the goods shipped from London to these respective points. Until late years the government of th

dian, or old Northwest, element on Red river. A large portion of the trade of the settlement remained in the hands of the free traders, or parties disconnected with the company, and when the Hudson Bay Company sought to discharge the trust of civil government it proved extremely difficult to reconcile the function of legislator and magistrate with that of the chief trader of the community.

The form of government thus established was very simple. The settlements upon the Red river, from the international boundary at Pembina to the mouth of the river to Lake Winnipeg, and upon the Assimboine for a distance of sixty miles west of its junction with the Red river at Fort Garry, acquired a civil organization under appointment of the Hudson Bay Company, which was officially designated as the "Colony of Assimboia." In the council thus organized, consisting of the chief factor of Fort Garry, who was acting Governor, the English and Catholic bishops and sine prominent inhabitants, all legislative power was vested, and five of the connellors were constituted magistrates, holding monthly courts in as many districts—the Connel situing ocassionally as a court of appeal and for the trial of persons charged with felony. At different periods this criminal jurisaliction was shared by a recorder. The revenue of the colony was received from an impost of four per cent, levied impartially on all gools, whether brought from England, Canada or the United States, and with no desrimination in favor of the Hudson Bay Company. The company also, within the limits of Assimbola at least, was always ready to sell land at seven shillings sterling per acre, with liberal periods of credit and low rates of interest. Practically a large portion of the people held whatever land they chose to occupy, by sufferance of the company, and the apprehension of the Gisturbance of these possessory rights under Canadan authority had much to do with the recent outbreak.

river and Saskatchewan valleys east of the Rocky Mountains, and the area on the western slope since organized as British Columbia. The Canadian government despatched a party of exploration, under the direction of S. M. Dawson Esq., civil engineer, and Professor J. Y. Hinds, who devoted the years 1858-9 to a thorough survey of a route from Thunder Bay, on Lake Superior, to Fort Garry, and of the Red Tiver and Assinboine districts, adjacent to Minnesota and Dacotah. Simultaneously the English colonial onice despatched Captain John Pallisser upon an exploration of practicable routes between Canada and the Red River settlement, but chiefly of the true nature of the great prairie region watered by the Saskatchewan and its affluents, and of the communications westward through passes of the Rocky Mountains with the British seaboard of the North Pacific. The general results of those explorations were unfavorable to the construction of a railroad or other communication on British territory between Canada and the Winnipeg basin, but indicated that the great plains of Northern Minnesota present the most direct and practicable route from Canada, as well as from the United States, to Northwest Fritish America. It was ascertained that northwest of Minnesota the country reaching from the Sekirk settlement to the Rocky Mountains, and from latitude 49 to 53 on the longitude of ninety-four degrees, and to latitude fity-five degrees on the Pacific coast, is as favorable to grain and animal production as any of the Northern States; that the mean temperature for spring, summer and autumn observed on the forty-second and forty-third parallels in New York, Michigan and Wisconsin has been accurately traced through Fort Sneiling and the valley of the Saskatchewan to latitude fity-five degrees on the Pacific coast; and that from the northwest boundary of Minnesota this whole district of British America is threaded in all directions by the navigable water lines which converge to Lake Winninger. It was established that the sources of the

the reduced altitude, hat the climate is no material obstacle to civilized occupation.

The Herald's readers are already perfectly faminiar with all the incidents of the late difficulty respecting the transfer of the Northwest Territory to Canada; but it may not be generally understood that while the Hudson Bay Ostpany has sold to Canada, for £300,000 sterling, all its title to Rupert's Land, it retains the right to carry on its trans without hindrance in its corporate canacity.

north, the occupation of the agricultural districts by settlers and the indiscriminate staughter of animals by adventurers having rendered all valuable furs exceedingly scarce south of the affitieth parallel. Mink and the cheaper skins are still collected in great numbers within the limits of the United States, but for beaver, otter, marten, fisher, moose and musk ox skins the tracer and hunter is now compelled to penetrate the Arctic regions, where summer lasts but a few weeks and the fur trappers encounter all the terrible hardships of the frigid zone. The fur trade of the Sandwich islands and Pacific coast, atthough conducted by the Hudson Bay Company, is now separate and distinct from that east of the Rocky Mountains, having its own governor and set of officials, and rarely communicating with the eastern division. York Factory, on Hudson Bay, and Fort Garry, on Red river, are the chief depots of the company east of the mountains. Goods and provisions come out from England in ships to York Factory and Montreal, those by the latter route being shipped by rail to St. Paul, Minn., and thence by carts and the Red river steamers to Fort Garry. Here a large supply is always kent on hand in the company's stores for trade with the buralo hunters and trappers of the Red River and Missouri districts, and expeditions are fitted out every spring for the Saskatchewan, Mackenzie's river and the rading posts beyond. At Norway House, the northern extremity of Lake Winnipeg, the York Factory expensitions meet and unite with those from Fort Garry, but the boats and men turn back to their respective starting places, while the goods placed in the hands of a new party via Athabasca

northern extremity of Lake winnipeg, the York Pactory expeditions meet and unite with those from Fort Garry, but the boats and men turn back to their respective starting places, while the goods placed in the hands of a new party via Athabasca and Great Slave Lake to Mackenzle river. Here another brigade takes the goods, and they go, dividing off in numerous smaller expeditions as they advance, penetrating every large stream, and finally reaching the extensive northern posts of the company on the Arctic Sea and in Alaska, 3,500 miles north of Fort Garry. Twenty-five hundred miles north of Fort Garry summer brings out rich grass, barley is raised occasionally, and some of the posts cultivate a few vegetables. Pine and fir timber lines the banks of the rivers, affording plenty of wood for buildings and fuel, and game and fish supply abundant food. These two articles constitute almost the entire diet of the people there, it being impossible to introduce dour, except as a luxury for liness and upon meat and fish alone.

THE TRADING POSTS generally consist of three or four large, substantial log buildings, one of which is used as a residence, another as a store, another as a storenouse, and another for the accommodation of the Indians who come in to trade. In the far north nearly all of the Indians are collected in the vicinity of these boots, leaving vast tracks of country untrodden by man except when the hunting parties are out. Each post has a few ludians employed to hunt game for the lable, and in the beginning of winter catches immense quantities of white fish in nets, which are piled up, frozen, like cordwood, and afford food for the long frozen season. Missionaries are also stationed at many of the posts, and at Fort Simpson, 2,200 miles north of Fort Garry, the Rev, Mr. Kirkley, assisted by his estimable wife, has erected an elegant church, with stamed glass windows, rich-toned bell and landsone inversion, assemble every Sunday. This gentleman and his write formed a portion of the party to which the writer be windows, non-toned bell and handsome interior, at which a large congregation of traders and Indians assemble every Sunday. This gentieman and his wife formed a portion of the party to which the writer belonged on his trip across the Piains from St. Pani to Fort Garry, and gave most micresting accounts of Arctic life. He has been skitten years a resident of these remote regions, and has just returned to his post from England, where he went two years ago to leave his children at school. After lecturing on British America and its missions before timmense audiences in all the great bails of England he returns with his wife to their Arctic home at Fort Simpson, on Mackenzle river, to spend nine years more in the mission work. It seemed sinost incredible that this gentleman, of thorough education, polished address and rare oratorical powers, who might command a high position in the Church at home, should thus exile nimediffrom kindred, children and almostevery comfort, and spend twenty-five years of his hife in the midst of hardship and deprivation. Two and sometimes four years are required for letters to go from him to England and return. Only once a year does he hear anything from the outside world. Every year he goes out on a trip to other posts, travelling in dog trains and on snowshoes, and, with the officers of the fur company, experiencing all the dangers and suffering so thrillingly described in the natratives of the most adventurous Arctic explorers. To the lindividual whose knowledge of the far North is derived exclusively from the reports of explorers.

the distant traders of the fur company. I meet here at Fort Garry every day gentlemen of education and culture who have spent years in trading in the extreme North, and who talk of their extraordinary experience with as little consciousness of having accomplished anything peculiar as the canal boatman tells of his weekly trips. Several here have been to the furthest northern border of the costinent, and think no more of a trip of two or three thousand miles with a dog train and snow-shoes than the Eastern man does of visiting Chicago by rall. A trip alone on foot in winter of 500 miles is of common occurrence.

FUR TRAFFIC.

The goods taken into the fur region by the Hudson Bay Company consist of a superior class of blankets, made expressly for them, substantial woollen and cloth goods, prints, ribbons, cutlery, flour, sugar, tea, rum, tobacco, guns, ammunition, traps, beads, trinkets, &c. All these articles are sold at the several trading posts at very small rates compared with prices in the Gnited States, many of them actually selling at retail far north or Fort Garry for less than the same goods can be bought in New York. The Hudson Bay Company's blankets are unequalled in warmth, durability and lightness, and their tea, tobacco and rum are of excellent quality. The company's store sells to free traders and settlers the same as to its own employés, and carries on a very extensive trade. Larre quantities of ammunition and tobacco are annually given out in presents to Indians trading with the company; and in all its dealings the most scrupilous honesty is maintained. If a clerk or company fur trader were to cheat an Indian in tradic he would be immediately suspended and perhaps dismissed from the service. This policy, in affording the Indians blankets, tobacco and ammunition, a market for their furs, a shelter in distress, and honest dealing, without any interference with the Indians' lands and hunting grounds, has preserved peace during the whole occupation of the country, and is probably the only system by w

clegant turnouts. On the journey the dogs are fed only once a day, that being at night, when each animal is given about two pounds of penmican, equal to four pounds of fresh meat. The dogs get no water, but cat snow as a substitute, and sleep at night among the drifts without any bed or covering. Sometimes they are not unnarnessed on a trio in consequence of their liability to run away or their ferceness when being harnessed up. The driver carries a small whip composed of a stick about two feet long, with a very heavy rawhite thong of the same lenth, and several small pieces of tin attached to the upper end of the stick where the lash is attached. The driver always stops the train and takes a dog out of harness before flogging him for misconduct, and when he does punsh an animal it is in the most cruel manner, beating him over the head in all cases. In doing this the pieces of tin make a great jingling, and as the driver runs along behind the sledge he has only to call a shirking dog by name and rattle the tin to arouse the animal very suddenly. A long strip of rawhide drags upon the ground behind the sledge, with which the driver holds it back whenever descending into a hollow. When the traveiling is bad and the dogs are hable to become disabled by the lee on this crust, little moccasins are put upon their feet. Their average rate of speed, with a lond of lop punds per dog, is forty miles per day; but in an emergency, with good snow, they can make seventy miles. Journeys of many hundred miles are made with such sledges in the depth of winter, and one hardly knows which to admire most, the power and speed of the dogs or the endurance of the driver who runs along behind. Very often at night, when several dog sledges are coupled together, the men sleeping in their robes and blankets on the snow, some old dog will rise up and let out a protonged dismal how. Instantly another joins in, and in a few moments every dog will get up into a sitting position and unite in a chorus of howling, which, if not checked, would s

when the treatment and proposed proposed by the control of the con

the shouts and screams of the excited Indians rise above the roaring of the bulls, the bellowing of the cows and the piteous moaning of the calves. The dying struggles of so many huge and powerful animals crowded together create a revolting and terrible scene, dreadful from the excess of its cruelty and waste of life, but with occasional displays of wonderful brute strength and rage; while man, in his savage, untutored and heathen state, shows, both in deed and expression, how little he is superior to the noble beasts he so wantonly and cruelly destroys.

The Red River hunter is scarcely less wild in his chase of the buffalo, and with his mouth full of bullets he dashes in among the animals, loading and firing at full gallop with wonderful rapidity. The skins taken from the dead animals are scraped, softened by rubbing them with the brains of the buffalo, and when dry are packed, ten in a bale. In the summer season the skins are comparatively worthless; but mearly as many buffaloes are killed as in winter to make

ene stappe article of 1000 of strips, dried in the sun and then promoted with flatis like those used for the state of the promoted with a finely pulverized. It is the promoted the state of the state o

CAN AMERICANS BUILD SHIPS?-IMPORTANT CORRECTIONS.

builders cannot compete with those of England.—New Fork
Heratil.

Corrections of the above:—
First—Ships precisely similar to those "that now
command the commerce of the ocean," can be built
in the shipsards of this city any day in the year. We
have every modern and improved facility for the work
Moreover, ships of a tonnage very nearly the average of the ocean steamers, have been built here, and
though intended for coast trade they are entirely fit
for sea service.

Second—Our shipbuilders can compete with those
of England, when the duty on foreign materials is
remitted and a corresponding drawback allowed on
those of home production. We have the written
statement of the firm who have built more iron vessels than any other in the United States that if Congress should see fit to give this relief—

The shipowner will not have reason to complain that he

The shipowner will not have reason to complain that he cannot have ships built equal to those of any nation and at as reasonable prices.

We quote also the statement of another of the iron shipbuilders of this city, who testified before the Congressional Committee that

snipuliders of this city, who testified before the Congressional Committee that

One thing is pretty clear—that if American builders can obtain their material at the same rates paid by the English and Scotch builders they will be able to compete with them in building ships.

Now, these two firms, whose statements we have thus quoted, and who say, that with the legislation suggested our shipbuilders can compete with those of England, have built more from ships than the combined productions of all the other establishments in the United States. For certain classes of work they have sometimes been successful in obtaining contracts, when in competition with fore gin builders, and they have turned out work which will compare favorably with the best that Europe has ever produced.

produced.
Will the! NEW YORK HERALD and all other newspapers which fell or profess an interest in the restoration of our shipping interests note these facts r

COURT CALENDARS -THIS DAY.

MARINE COURT-TRIAL TERM.-Part 1.-Before

Judge Gross, Nos. 5118, 4402, 4515, 4544, 4907, 4592, 4593, 4597, 4599, 4600, 4601, 4632, 4603, 4604, 4505, 4604, 4605, 4605, 4604, 4605, Nos. 4549 4237, 4326, 4390, 4477, 4508, 4539, 4527, 4550, 4568, 4577, 4578, 4587, 5588, 4589, 4590, 4591, 4594, 4595,

4593, 4577, 4578, 4587, 5588, 4539, 4590, 4591, 4594, 4596, 4596.

OYER AND TERMINER.—Before Judge Cardozo.—The People vs. Michael Kerrigan, Stephen Terhune, John Sallor. William Reilly, Charles Jones Jones and Frederick Lee, robbery; Joseph Murray, John R. Williams and James Thompson, burglary; Williams and James Thompson, burglary; John R. Williams and James Thompson, burglary; John R. William Martin and George Johnson, grand larceny; John C. Burnell, embezziement; Jane Quigley, David D. Thomas, Annie Moran, Robert Staniey and James Cain, larceny from the person.

Thirty miles of the grade of the Green Bay and Lake Pepin Railroad, between Fort Howard and Wolf river, have been completed and accepted The road bed is fourteen feet in width—the wides in the State.